

WHOLE NO. 6524.

NEWS BY TELEGRAPH.

Passage of the Pacific Mail Steamship Bill in the Senate.

Bill Suppressing the Slave Trade Passed in the Senate.

PROGRESS OF THE GENERAL APPROPRIATION BILL.

IMPORTANT FROM NEW HAMPSHIRE.

Very Destructive Fire in Philadelphia.

General Quitman and others Arrested at New Orleans.

THIRTY-THIRD CONGRESS, FIRST SESSION.

WASHINGTON, July 6, 1854.

A letter was read from Mr. Atchison, requesting Mr. Bader to preside to-day. Agreed to.

Mr. SUMNER, (free soil), presented a petition from the voters of Portsmouth, New Hampshire, and of Andover, Massachusetts, praying for the repeal of the Fugitive Slave Law.

The House resolution correcting the clerical error in the act granting a register to the steamer El Paraguay by a new name, was reported and passed.

Mr. MORRIS, (dem.) of N. H., reported a bill making an appropriation for repairs of the Long Bridge over the Potomac.

Mr. MASON, (dem.) of Va., offered a resolution directing inquiry as to constructing buildings for the Custom House, Post Office and Court room at Wheeling, Virginia.

Mr. MASON offered a resolution calling for correspondence by the American Minister at Brazil, respecting the seizure of an American vessel and imprisonment of an American citizen by the authorities of Brazil.

MAILS IN THE PACIFIC.

The bill establishing a line of mail steamers between San Francisco and Shanghai, which was then passed—was 22 yeas, 18 nays, as follows:

YEAS—Messrs. Adams, Bagley, Bell, Brewster, Cass, Clayton, Cooper, Dixon, Dodge, W. F. Edwards, Wells, Hamilton, Johnson, McKim, McKim, Beck, Seward, Stuart, Wade, Walker, Wells.

NAYS—Messrs. Adams, Bayard, Bright, Brown, Butler, Chase, Claiborne, Gilchrist, Hall, Mason, Pettit, Williams.

A TELEGRAPH TO THE PACIFIC.

The bill authorizing the construction of a line of telegraph from the Mississippi river to San Francisco, was taken up.

Mr. HAMILTON, (dem.) of Mo., explained the bill. It gives to the contractor two million acres of land for the construction of the line of telegraph from the Mississippi river to San Francisco.

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MORNING EDITION—THURSDAY, JULY 6, 1854.

HORRIBLE RAILROAD ACCIDENT.

COLLISION ON THE SUSQUEHANNA RAILROAD.

TWENTY-FOUR PERSONS KILLED.

THIRTY-THREE SERIOUSLY INJURED.

NAMES OF THE KILLED AND WOUNDED.

At about six o'clock last evening a report reached the city, which spread with telegraphic velocity, from one extremity to the other, that an awful railroad accident had occurred in the State of Maryland.

The National theatre caught fire by a person trying to light a match against the scenery. The Girard House, which is an immense splendid brown stone building, full of guests, of which there are at least three hundred, will be totally destroyed. The stores adjoining, will be destroyed. The Girard House, which is an immense splendid brown stone building, full of guests, of which there are at least three hundred, will be totally destroyed. The stores adjoining, will be destroyed.

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TERRIBLE CATAS'TROPHE AT SEA.

Fatal Collision of the Ships Trade Wind and Olympia—Both Ships Sunk—Loss of Life.

We are called upon to record another calamity at sea, by which several lives have been lost. On the night of the 20th of June, at about 11 o'clock, the ship Trade Wind came in contact with the ship Olympia, in lat. 41° 40' and longitude 82° 20', and so violent was the collision that both vessels sunk beneath the waves within an hour after.

The Trade Wind was a fine three deck vessel, built by the late Jacob Bell, of this city, for the Southern trade, and was on a voyage from Mobile to Liverpool. She was 2,010 tons burthen, about three years old, valued at \$100,000, and is largely insured in Wall street. Her freight is valued at \$50,000, and the cargo at about \$250,000, the latter being insured principally in England.

She was owned by W. Platt & Son, of Philadelphia, and both Edgar, and others of New York.

She was commanded by Capt. Smith, and had on board at the time of the accident several passengers, and a crew numbering thirty-four. The weather was very bright, the wind was blowing quite hard, and the night was very dark, when the collision took place.

The vessel, the Olympia, was commanded by Capt. Wallace, and sailed from Liverpool on the 24th of May, for New York, with three hundred and thirty-four passengers, and a crew of three hundred and thirty-four.

The vessel struck each other in the bows, staying in the Trade Wind, and sinking her within an hour after the collision. The Olympia went down in about half an hour after the Trade Wind.

Ten of the crew of the Olympia, the captain, and thirty-seven of the passengers were saved; and the captain of the Trade Wind, sixteen of her crew, and all her passengers. This shows the loss of the Olympia to be three passengers and three of the crew. Eighteen of the Trade Wind's crew perished.

NAMES OF THE PASSENGERS SAVED FROM THE TRADE WIND.

Mr. Frank Smith and his children, Mr. David T. New, Mr. A. Alexander Ewing, lady and daughter; Mr. J. M. G. Giddens, Mrs. John Giddens, four children and servant; Miss C. Chapman, and Miss A. Giddens.

NAMES OF THE CREW SAVED FROM THE TRADE WIND.

Thomas Pierce, carpenter; John Adams, first steward; John Adams, second cook; John Mitchell, James Comer, John Smith, John Hartley, James Brown, Thomas Brown, Jeremiah McCarthy, all seamen; Richard Bingham, James Brady, Manuel Lewis, and Luke O'Leary, boys.

NAMES OF THE CREW SAVED FROM THE TRADE WIND.

John Adams, second cook; John Mitchell, James Comer, John Smith, John Hartley, James Brown, Thomas Brown, Jeremiah McCarthy, all seamen; Richard Bingham, James Brady, Manuel Lewis, and Luke O'Leary, boys.

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gracious sacrifices, on the part of Capt. Wythehouse and crew, to make us comfortable, before the vessel, clothing the naked, feeding and providing for us, his crew, had over 200 souls before we were added to his list. On Tuesday, July 4, being close into Black Island, with light weather and a fair breeze, we became acquainted with provisions, we met a white boat fishing, which we carried to take us to Newport, (Captain Wallace and myself, as well as to reach New York and send a steamer to the bark for assistance.

The Olympia was built in Kennebec in 1850, and was 2,400 tons register; was worth about \$50,000, and the cargo \$250,000, and the freight \$15,000. The Olympia was insured at the eastward, where it is presumed the cargo, or a portion of it, is also insured.

State Anti-Slavery Convention, to be Held at Saratoga, August 16, 1854.

At a meeting of the Executive Committee of the City of New York, held on the 20th inst., the following resolutions were adopted: Resolved, That the City of New York, in its corporate capacity, do hereby express its sympathy for the cause of the oppressed colored people, and its opposition to the Fugitive Slave Law.